

Appendix G

Glossary of Terminology

Column descriptions.

FSH 7709.59, Chapter 60, Section 62

Roads may be currently maintained at one level and planned to be maintained at a different level at some future date. The operational maintenance level is the maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns; in other words, it defines the level to which the road is currently being maintained. The objective maintenance level is the maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment.

Maintenance levels 1-5 (operational and objective) are described in the following paragraphs:

1. LEVEL 1. These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate" all traffic. These roads are not shown on motor vehicle use maps.

Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic but may be available and suitable for nonmotorized uses.

2. LEVEL 2. Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 "No Traffic Signs," may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to:

- a. Discourage or prohibit passenger cars, or
- b. Accept or discourage high clearance vehicles.

3. LEVEL 3. Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations.

Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

4. LEVEL 4. Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

5. LEVEL 5. Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage."

Jurisdiction is the legal right to control and regulate the use of a transportation facility (23 CFR 660.103 and FSM 7705). Roads on National Forest lands are under the control of the Forest Service, except for public roads established under the Act of July 26, 1866, private roads, roads for which the Forest Service or the U.S. Department of Transportation has granted rights-of-way to private landowners or public road agencies, and roads whose use and rights pre-date the National Forest. Other factors may affect jurisdiction on acquired lands or easements. Review the granting document and obtain appropriate legal opinion for these cases, when necessary.

There are roads on the transportation system where the Forest Service has limited rights of use and jurisdiction over the traffic, such as private road systems and many States, county, or township roads

FSH 7709.56, Chapter 40, Section 41, exhibit 01

Levels of Service G Through J for ADT Less Than 400*

	G	H	I	J
Flow	Free flow with adequate parking facilities.	Periodically congested, such as during peak logging or recreational periods.	Interrupted by limited passing opportunities or slowed by road condition.	Slow or blocked flow. Two-way traffic is difficult and may require backing to pass.
Volume	Uncontrolled; will accommodate expected traffic volume.	Occasionally controlled during heavy use periods.	Erratic; frequently controlled as capacity is reached.	Intermittent, usually controlled, and limited to a single purpose.
Vehicle Types	Mix of vehicles normally found on public roads.	Mix of vehicles normally found on public roads.	Controlled mix: accommodate all vehicle types normally found on NFS roads. Some use may be controlled by vehicle type.	Single use; not designed for mixed traffic. Some vehicles may not be able to negotiate the road.

Critical Vehicles	Clearances are adequate to allow free travel. Overload permits are required.	Traffic controls needed where clearances are marginal. Overload permits are required.	Special provisions may be needed. Some vehicles will have difficulty negotiating some road segments.	May require special temporary road treatments, such as filling of ditches or water bar removal. Loads may have to be removed and walked in.
Safety	Safety features are part of the design.	Safety is a high priority in design. Some protection is accomplished by traffic management.	Protection may be provided by traffic management and restrictions rather than by road design.	The need for protection is minimized by low speeds and traffic management restrictions.
Traffic Management	Normally limited to regulatory, warning, and guide signs and permits.	Employed to reduce traffic volume and conflicts.	Traffic restrictions are frequently needed during periods of high volume for the primary use.	Used to discourage or prohibit traffic other than for a single purpose.
User Efficiency	Important and high.	Generally less important and may be somewhat lower than for level of service G.	Not important; may be traded for lower construction costs.	Not a consideration.
Alignment	Design speed is the predominant factor within feasible topographical limitations.	Influenced more strongly by topography than by speed and efficiency.	Generally dictated by topographical features and environmental factors. Design speeds are generally low.	Dictated by topography, environmental factors, and design and critical vehicle limitations. Speed is not important.
Road Surface	Stable and smooth, with little or no dust during the normal season of use.	Stable for the predominant traffic during the normal season of use. Periodic dust control for heavy use or environmental reasons. Smoothness is commensurate with the design speed.	May not be stable under all traffic or weather conditions during the normal season of use. Surface rutting, roughness, and dust may be present, but are controlled for environmental or investment protection.	Rough and irregular. Travel with low-clearance vehicles is difficult. Stable during dry conditions. Rutting and dusting controlled for vehicle safety, driver visibility, and soil and water protection.

CON DIST- Is the congressional district the road is located in.

PRIM MAIN- Primary maintainer.

System- National Forest System Road. A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (36 CFR 212.1).

UNDE- Undetermined. Some roads are incorrectly coded in INFRA as undetermined, but have system road numbers, so these roads have been included as NFS roads. These INFRA errors will be corrected in the future.

Surface Type- IMP NAT is material that was hauled from a pit, but was not processed by a crusher, no fractured rock.

Agg is crushed aggregate, processed.

Native surfaced roads are built with the material that is on site.

Bit Treat is bituminous surface treatment, typically a chip sealed road.

Asphalt and paved